

AROUSED CITIZENS ORGANIZING TO PRESS DEMANDS FOR REAL RAPID TRANSIT SERVICE

COUNCILMEN MUST TELL THEIR STAND ON TRANSIT PLAN

Citizens Will Learn Attitude of Representatives on "High Speed" Program at Mass-Meeting.

Organizations which have planned mass meetings for the purpose of taking steps to obtain high speed transit facilities have decided to learn where their representatives in Council stand on the question. Invitations will be issued to the members of Select and Common Councils in each community where a mass meeting is held and their constituents will ask them to give their views on the subject.

In this way the residents of various sections will learn just who is for and who against the campaign for speed, comfort and progress.

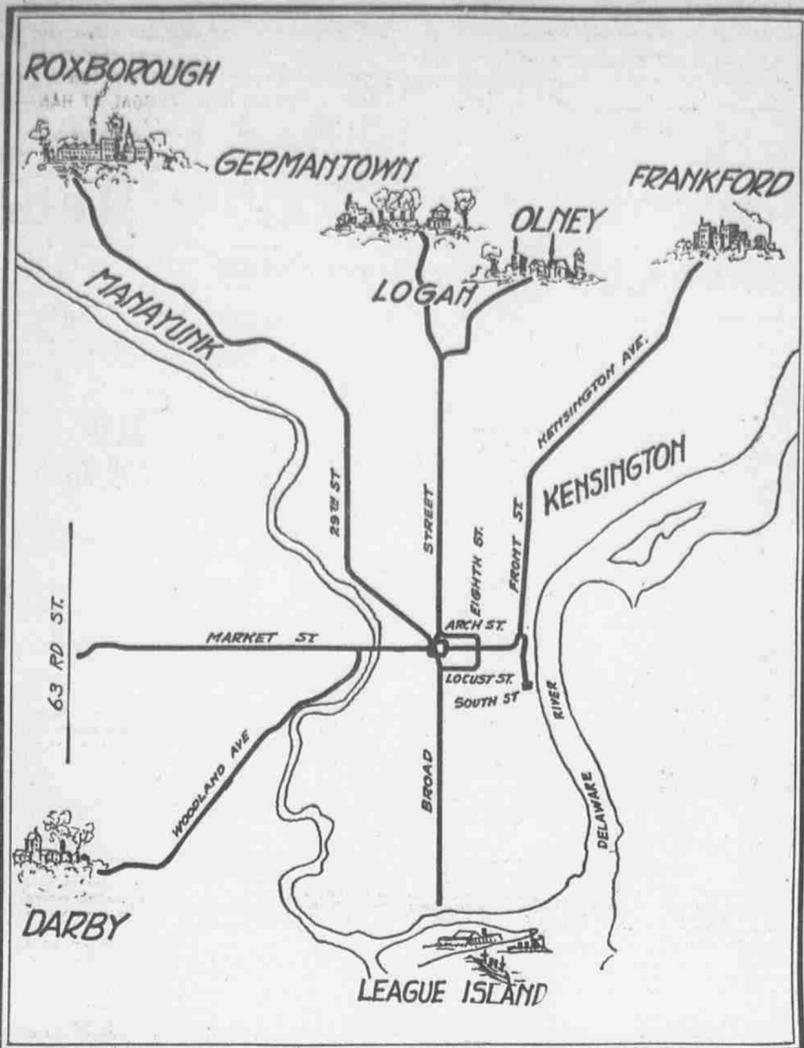
It is possible that at the meeting of Councils on Thursday a resolution will be adopted recommending that an ordinance be passed authorizing the city to float the loan approved at the recent election. This loan carries with it a \$500,000 provision for the relocation of sewers within the proposed central loop of the Rapid Transit lines. It will be some time later before Councils can pass an ordinance authorizing the city to float the loan. Then it must be advertised for 30 days before the necessary appropriations can be made.

FIRST MEETING IN FRANKFORD. Meanwhile the meetings will be held, and, judging from the enthusiasm of the people in all sections, members of Councils will place no obstacles in the way of the progress made if they intend to abide by the sentiment of their constituents.

The first "high speed" mass-meeting will be held next Thursday night under the auspices of the Frankford Business Men's Improvement Association in the Frankford Free Library. Director Taylor, of the Department of City Transit, will deliver an address, in which he will deal with transit conditions in Frankford and show the necessity for high speed lines in the central section of the city. The address will be illustrated with lantern views showing transit conditions of the past, present and also the future.

Councilmen representing the three wards which compose Frankford have also been invited to speak. They are Common Councilmen Horn and Levis and Select Councilman Davis, of the 23d Ward; Common Councilman Bradenstien and Select Councilman Mitchell, of the 25th Ward; Com-

ALL OVER PHILADELPHIA FOR FIVE CENTS



This map of present and proposed high-speed lines shows at a glance how a passenger may ride from one extreme of the city to the other for ONE FIVE CENT FARE. It will be noticed that a trip from Frankford to Darby, or to Roxborough, or any other important section, can be made without the use of surface lines. When these lines are completed, the outlying sections of the city will be bound together by the numerous tracks of the most modern subways and elevated lines.

mon Councilman Costello and Select Councilman Boal, of the 31st Ward. Officers of the organizations arranging the meetings in various sections of the city declare there will be no injection of politics, and the Councilmen are being invited regardless of political affiliations.

NEED FOR IMPROVEMENT. Investigation of transit conditions in the northeast has shown that about 30,000 people travel daily from that section to the central business district on the street cars. Approximately 20,000 of these riders live in Frankford, and their forces are strong enough to compel serious recognition.

In addition to the financial saving it has been shown the proposed elevated line from that section would save each rider 45 minutes a day in time, without speaking of the additional comfort in riding to and from the central part of the city. Under present conditions it requires 45 minutes to reach the central part of the city from Frankford. The proposed high-speed line will cut the trip down to 15 minutes.

The business men of the community demand better transit service because they realize there is no inducement to live in Frankford owing to its practical isolation. There are great opportunities to improve the entire section if it were not inaccessible on account of the transit facilities. Frankford is now divided into two sections by immense stretches of land which borders Frankford avenue, and adjacent to the built-up section. Upon this waste ground hundreds of homes and business establishments could be erected and many more streets opened.

All these facts have been imbedded in the minds of the residents for years, but the best they could obtain up to the present time were a few extra lamp-posts, and, occasionally, some improvement in the street paving. They now realize that progress cannot be made without proper transit facilities, and they intend to take the first step in that direction on Thursday night.

The Germantown and Chestnut Hill Improvement Association will hold a meeting in the interest of rapid transit next Friday night at the Library Lecture Room, in Vernon Park. Director Taylor will speak on "How Rapid Transit Will Benefit Germantown."

Realizing that a high-speed line along Woodland avenue will be a great benefit to that community, the Woodland Avenue Business Men's Association will discuss the subject at a public meeting in their headquarters, 71st street and Woodland avenue, next Monday night. They have invited Director Taylor to address them. He will explain how rapid transit in that section will bring practical results.

BOSTON'S TRANSIT SUPERIORITY AT A GLANCE

PHILADELPHIA	BOSTON
AREA 767 SQ. MILES	AREA 605 SQ. MILES
POPULATION 1,940,833.	POPULATION 1,573,345.

17,000,000 INVESTED IN RAPID TRANSIT

The above diagram shows the area and population (city and suburban) of Boston and Philadelphia in marked contrast to the amount of money invested in transit facilities.

FIVE-CENT FARE TO CARRY CAR RIDER ALL OVER THE CITY

Under Proposed Transit System Outlying Sections Will Be Closely Connected With Business Centre.

All over town quickly for five cents! This is the story of the proposed rapid transit system in a nutshell. The accompanying diagram shows how the outlying sections of the city and the business centre will be bound together with elevated and subway lines, which will make it possible to take high-speed trips from one extreme of the city to the other for a single five-cent fare.

These lines, as recommended by Director Taylor, of the Department of City Transit, tie the city together, and it is generally agreed that their operation will mark the beginning of a new era for Philadelphia. A glance will show what a simple matter it will be to ride from Frankford to Darby or from Roxborough to the Navy Yard at League Island for one fare. And at the same rate one will also be enabled to go from Germantown to Darby or from Roxborough to Frankford. The heavy black lines represent the subway and elevated roads which bind the sections together. To take the extreme trip from Frankford to Darby, a rider will board a train at Bridge street, ride on Frankford avenue to Kensington avenue, to Front street, to Market street, ride out Market street to 22d, change again to the Woodland avenue elevated lines and speed to Darby—all for one fare. Frankford residents desiring to take the League Island trip would change at Broad street and reach the Navy Yard via the Broad street subway.

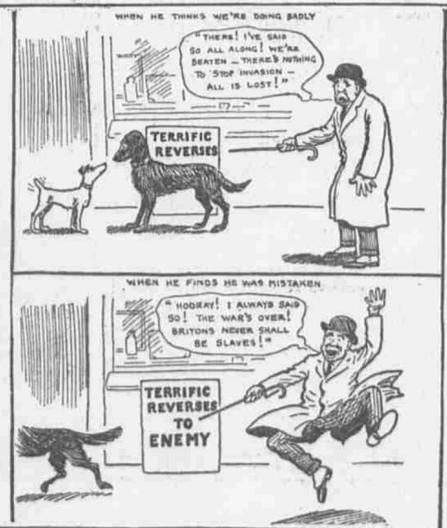
The long ride from Roxborough to League Island could be made with only one change. The rider will take a train from a station in Roxborough, ride to Henry avenue, to 29th street, then through the subway beneath the Parkway to Broad street and change to the South Broad street subway to the Navy Yard. To ride from Roxborough to Darby only two changes will be necessary. On reaching the west end of the proposed loop at Broad street, the rider will change to the Market street subway and again at 23d street to the Woodland avenue line. The Germantown-to-League Island trip can be made by taking a surface car to a station of the high-speed line in Lower Germantown, ride on the North Broad Street Subway to the central loop and change to the South Broad Street line. The trip from Manayunk to League Island can be made by taking a surface car in Manayunk to the high-speed line in Roxborough and then on to the central loop, as stated above. The journey from Olney or Logan to the Navy Yard can be made without using the surface lines. Along the line of the proposed high-speed route in the outlying sections of the city there are many acres of undeveloped land. It is the belief of real estate men generally, however, that these chaotic spots will be a thing of the past when the new transit system begins operations.

Transit Program in Brief
The transit program provides for the operation of all high-speed lines in conjunction with the surface system, which will serve as the agent for the gathering and distributing of passengers using the high-speed lines without extra charge. Thus the advantages of rapid transit will be extended as equally as practicable to every front door in Philadelphia. Passengers will be enabled to travel in a forward direction between every important section of the city and every other important section of the city quickly, conveniently and comfortably by way of the combined surface and high-speed lines, regardless of the number of transfers required in so doing, for one 5-cent fare. Eight-cent exchange tickets are to be abolished.

WITH THE WITS AT HOME AND ABROAD



—From the St. Louis Star. "THEY AIN'T ROOM FOR BOTH OF US!"



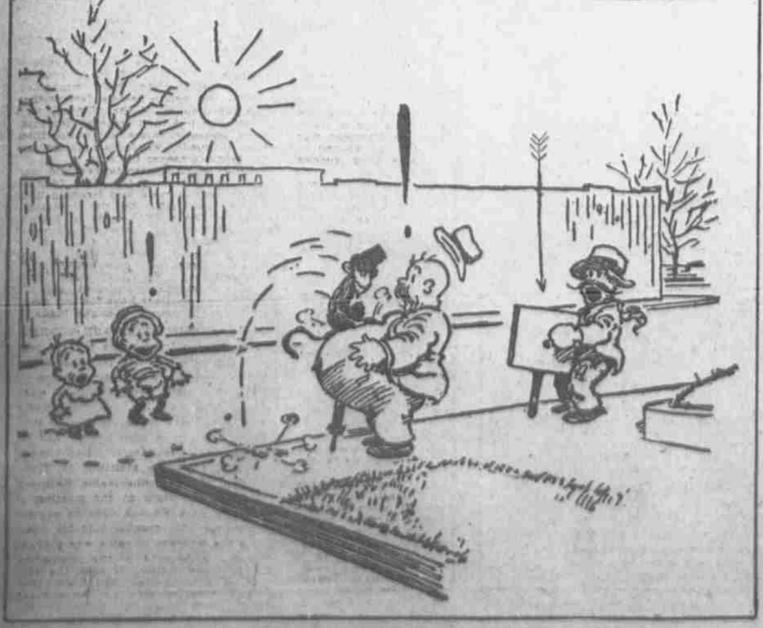
—From the London Daily Mirror. OUR ALARMIST'S LITTLE WAYS



—From the Elizabeth Evening Times. WHO CAN RIDE IT?



From London Opinion. "Ave you seen my Bill?" "Yus. There 'e is, a-fightin' at the front."



—From the Chicago Evening Post. PARDONABLE MISTAKE OF NEARSIGHTED MONKEY



—From the Kansas City Star. THE MOST FUTILE THING IN THE WORLD



—From the 'Pitt'. Chatty gentleman—What's your opinion of the war? Are you an optimist or a pessimist? The other one—Well, really I'm a bricklayer's laborer by trade.